



City of Carmel

CARMEL PLAN COMMISSION SPECIAL STUDIES COMMITTEE

MARCH 1, 2011
CAUCUS ROOMS, 2nd FL
CARMEL CITY HALL
ONE CIVIC SQUARE
CARMEL, IN 46032
6:00 PM

Members present: Leo Dierckman, Nick Kestner, Woody Rider, Steve Stromquist, Susan Westermeier

DOCS Staff Present: Director Michael Hollibaugh, Angie Conn; Legal Counsel John Molitor

Dept of Engineering Staff Present: Director Mike McBride, Gary Duncan

The Special Studies Committee considered the following agenda item:

1. **Docket No. 10120008 Z: The Bridges PUD**

The applicant seeks approval to rezone 63.7 acres from S-2/Residence to PUD/Planned Unit Development. The site is located at 11405 Spring Mill Rd., at the southeast corner of 116th St. and Spring Mill Rd. Filed by Charlie Frankenberger of Nelson & Frankenberger, on behalf of G. B. Developers II, LLC.

Present for Petitioner: Charlie Frankenberger, attorney, Nelson and Frankenberger; Tom Crowley, G.B. Developers; Steve and Chad Pittman, two of the land owners; Steve Fehribach, traffic engineer, Matt Brown and Amanda, A & F Engineering; Jon Dobosiewicz, Land Use Professional, Nelson and Frankenberger; other members of the development team

Project Overview relating to traffic, Charlie Frankenberger:

- Traffic inevitable with any development
- Petitioner has worked with the Dept in numerous meetings
- Traffic Analysis meetings: brought solutions & will improve existing traffic conditions
- Traffic Analysis evaluates AM and PM peak hours
- Traffic Analysis assumes immediate, full build-out of all phases; however, development will be built-out over time and will allow for construction of needed improvements
- Springmill Road has remained two lanes throughout growth and development
- Construction of Illinois Street is a solution—has been on City Thoroughfare Plan for decades
- The Bridges will be a catalyst for traffic solution
- The Bridges cannot and should not be required to address all traffic issues, only its impact
- Not cost effective to make improvements that would be torn out in a few years to make way for other improvements

Overview, Traffic Impact Analysis, Steve Fehribach:

- Traffic Studies are scientific assumptions based on what is going on in a community
- Traffic Studies make recommendations
- Main goal is to examine existing traffic and determine conditions
- Ultimately, traffic studies show what improvements are necessary to achieve high levels of service
- Traffic Studies explain what needs to be done in the system to make it work
- Site Plan has three components: Retail, Office, Residential/Multi-family
- Site Plan includes access drives—some full, some right in/right out only
- Changes in access drives—alignment, right in-right out, at request of Dept
- Traffic data collection (traffic counts) counted 6 to 9 AM and 4 to 7 PM, with good weather, the month of December, school in session, and at 15 minutes intervals
- If traffic works in critical peak hours, it will work at other times
- Traffic analysis used the worst hour and worst case scenario
- Illinois Street currently runs from 116th to 111th Street and eventually down to 106th Street
- The continuation of Illinois Street will have a profound effect on Springmill Road – will reduce the amount of traffic
- The continuation of Illinois Street is not guaranteed
- Illinois Street in traffic analysis exists when The Bridges is built out
- US 31 projected build out is 2017
- US 31 improvements will include an overpass at 111th Street and interchange at 116th Street
- Traffic analysis looks at existing traffic, future traffic via trip generation, and forecasts
- Traffic analysis computes 2% annual growth rate – considered realistic
- INDOT computes 2% or less for their corridor
- Traffic capacity analysis looked at development in phases – phase I retail, phase II retail and multi-family, phase III retail, multi-family plus office
- Capacity of intersection is efficiency of intersection
- Most municipal level of service is acceptable
- Level of Service “F” is greater than 50 seconds wait time
- Study includes four major intersections and access points
- Trip generations – computed using ITT Trip Generation Manual—collects data, determines how many cars in/out of site based on traffic pattern – one is internal trip, one is by-pass trip
- Recommend two-lane approach on four quadrants and two-lane roundabout to get to levels A and B at 116th Street and Illinois
- Recommend two-lane roundabout and two-lane approach now at 116th and Springmill; right turn pass-by lanes allow for right turn without entering roundabout
- 111th and Illinois Street analyzed as a roundabout – would work at this location because Illinois Street will be a four-lane road
- Springmill at 111th Street working at levels of service A and B in the AM now – PM peak hours can achieve all A’s

Mike McBride explained the logic of one-lane approach at Springmill roundabout – the City wanted to maintain Springmill as a 2-lane road – assumption was that improvements to US 31 would be made – never anticipated that traffic would come off US 31 and divert to Springmill. City also anticipated the construction of Illinois Street which would take pressure off Springmill Road. Theory is that if you provide an easy alternative, traffic will go there – we wanted to maintain a lower-capacity and volume

scenario; also intended to have Illinois Street in place by now to relieve that pressure. Illinois Street would have supplied relief to Springmill Road – has already hit 20-year traffic projections – may not have happened if other roadway improvements had been completed.

Traffic Overview Continued, Steve Fehribach:

- 111th & Springmill – once Illinois goes all the way thru, probably will not need a roundabout at that intersection
- Right in/right out – no capacity problems
- Cannot put right in/right out across from full access point
- Need two controlled accesses along Illinois Street – will not decrease capacity of Illinois Street
- Integrity = capacity and efficiency
- No traffic cops, and no traffic signals; improvements include accel/decel lanes
- 2.4 units per acre would necessitate these improvements, except for northbound bypass lane
- Further explanations of Traffic Impact Analysis

Committee Questions/Comments:

- Concerned about 106th & Springmill Road – Traffic
- Traffic is a major concern
- If Illinois is not completed, then 106 & Springmill traffic will worsen – problem is no east/west movement because of speed on the roundabout
- US 31 will be completed as well as Illinois Street at some point in future
- Heavy southbound and eastbound on Springmill in am peak hours
- The Bridges build out year 2020 – Illinois Street and US 31 improvements completion 2017
- Projected Overpass at 111th and US 31

Mike McBride: There will be a bridge over Meridian US 31 at 111th Street, year 2017, however subject to change. Illinois will be the equivalent of Hazel Dell – no plans to widen Springmill Road in the foreseeable future. There will be more traffic on Illinois than Springmill, but not sufficiently

Charlie Frankenberger: At DP/ADLS approval, petitioner will submit plans for a second look

City Engineer Mike McBride's Comments: Illinois Street will provide necessary relief for Springmill Road, but it will be in layers. DOCS pushed for additional, internal connectivity within the site which offsets the burden onto public streets. The Engineering Dept agrees with means and methods presented by A & F Engineering; agree with the 2% growth factor, but it is probably conservative. Year 2020 projected outside Illinois and US 31 improvements.

Questions/Comments from Public:

- Ron Houck, representing Spring Mill Place and Williams Mill – 2% growth factored into traffic analysis done for Clarian – growth was more like 2 ½%. Improvements at 116th and Springmill – What is the timing? This traffic study was done only in the context of this development. The Mormon Temple will be coming soon—will there be a significant enlargement of roundabout—diameter remain same or pushed out to be larger? Only relief is 2 lanes throttling into roundabout. Concern is – what happens today at roundabout is that one direction can get control and that is what shuts off traffic today. 2 lanes can be shut off if sufficient traffic is entering roundabout; unless change in diameter of roundabout, do not see a relief. Also, at

111th Street, over 1200 cars at 106th Street, at 40 mph—how much space between cars to enter? Since Clarian was built, 20-year growth seen in 6 or 7 years—that is not necessarily being accounted for. This development only taken into consideration—not the church, not other development. Illinois was anticipated in 2008 at time Clarian was built. Until Illinois is improved and there is a bridge, traffic will divert into residential neighborhoods. At build-out, 2,000 car trips in the AM peak hours and 5,000 in evening peak – traffic is a major concern for people in the area. Without a concrete plan for Illinois Street at completion, there is no relief for traffic. Relief is 2-lane Springmill and 2-lanes to 465 – we need safeguards for Springmill Road.

Steve Fehribach: Growth rate over and above development traffic – 2 ½% growth rate. Springmill Road, Illinois Street timing and roundabouts – standards – two-lane approaches and two lane roundabout is a gap acceptance. Level of service is critical. Volume on Springmill Road; at completion of Illinois Street, traffic will divert over to Illinois from Springmill – traffic Level of Service “A” with minor improvements.

- Gerald Danquist, Williams Mill Subdivision. Traveling to the meeting this evening, traffic was backed-up from 111th to 106th Street; concern regarding getting in/out of his development—cannot get out onto Springmill Road—cannot make a left turn in the AM hours and cannot at night because traffic is backed up past the entry to his subdivision. If Illinois Street were finished, it might be better.
- Martin Meisenheimer, Williams Mill. This development pre-supposes that Illinois Street will go to 111th Street. Traffic is already a problem on Springmill during rush hour. The two curb-cuts proposed onto Springmill from the PUD will only compound traffic problems and should be condemned and eliminated. A development of the magnitude proposed would bring light, noise and automobile pollution, and overwhelm the residential setting and sour quality of life.

Steve Fehribach stated that Illinois Street will go to 111th Street.

- Jill Meisenheimer, Williams Mill. If the development exists and people cannot get in/out, it will kill the development and by-pass the development. Concern regarding number of curb cuts onto Springmill Road – 100 yards north of the proposed development is another cut for the Mormon Temple.

Tom Crowley, developer: If Illinois Street is not extended past 111th Street, there will be a roundabout constructed. Mr. Crowley is aware of the problem, but if we fix this, we will not have this problem. The developer is pouring millions of dollars into the project and of course, would like for it to succeed. Mike McBride agrees with the construction of the roundabout.

Woody Rider: We (the City Council) are on a mission to get Illinois Street built. If this project goes thru, it will be an economic engine to get the road built.

Regarding roundabout at 111th and Springmill – what will make timing work?

Mike McBride’s response: Assuming this project comes in phases, we requested intersections be

analyzed more closely at full build-out scenario. It is extremely likely that it will be in place, but if Illinois Street is not, engineering will make it a point to address each intersection – we need Illinois Street as part of the deal.

Question from Commission: Easements and right-of-way already purchased for Illinois Street?

Mike McBride's Response: No, does not totally exist today. City has purchased right-of-way at 106th Street.

Tom Crowley: Currently in discussion with property owners for right-of-way.

Zeff Weiss, attorney in attendance, said his client would be favorable to the road coming through – it would open access for his client.

Sue Westermeier: Concern on a global point – looking at the global picture, not just this project, this is a large area and maybe not representative of the west side. If it were homes being developed on this property, it would still need to be done. Are we planning appropriately for the entire area?

Mike McBride's response: The issue with traffic congestion is enormous – cannot stop improvements on the roadway system—the community is growing—it will be in a state of continual construction until there is a shift in the way we live and work—that is a reality. Because of the way budgets recycle, we can only do so much with the funds. The goal is to make things move more efficiently for that window of time—things will shift significantly in that window of time. We are focused on making improvements to the nodes; have not added travel lanes, just made better utilization

Leo Dierckman – what is Westfield doing with Springmill Road?

Mike McBride's response:—unknown or same philosophy as Carmel – focusing dollars spent on intersections

- Ed Scarbeck, Springmill Place – immediate question is the Mormon Temple and whether or not it was factored into traffic plans

Mike McBride, Dept of Engineering: The Bridges development would be responsible for their portion of the traffic burden as well as the City. Illinois Street south of 111th Street is accepted by the City – this project will share a portion of the burden of the traffic impact scenario done with Illinois Street stopping at 111th Street.

Zeff Weiss comments: It is not the capacity on Springmill Road but rather the intersections – if there were double-wide roundabout at 111 and 116th, would not have the backup at peak hours

Woody Rider – doing something to slow entry traffic would improve capacity at intersections

Ron Houck: Growth projected by Clarion at full build-out estimated 2003 – Does the right-of-way on Springmill exist today? Has this development and has the Mormon Temple dedicated right-of-way? If the projects fail, how does that impact the roundabout?

Woody Rider: If you create breaks it increase traffic flow, but it would be slower thru the roundabouts


Mike McBride: Springmill Road is efficient for a 2-lane roadway for the volume it carries – people are migrating off 31 and using Springmill Road. Right-of-way does not exist at 111th. Even without this development, the City will still purchase right-of-way for the construction of Illinois Street. Any development accelerated at this corner pushes the need for construction of Illinois Street.

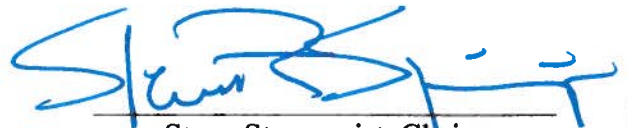
Leo Dierckman: What does the State plan? Mike McBride says the State prefers a tight diamond – their argument is the closeness of Pennsylvania Street.

End of Presentation/Comments/Questions.

The Special Studies Committee will meet next on Tuesday, March 29 at 6:00 PM; topic will be design and architecture. Members of the public should get written questions to DOCS staff prior to the meeting.

The meeting adjourned at 7:55 PM.



Ramona Hancock, Secretary

Steve Stromquist, Chairperson